

Scene setter

- This is a courtesy meeting with [REDACTED] ACEA [REDACTED]. [REDACTED]
[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]
[REDACTED]
- On the CO₂ standards for both light and heavy duty vehicles ACEA points to the fact that an increased ambition needs to be backed by ambitious targets for charging infrastructure for the Member States.
- ACEA welcomes the ETS BRT, highlighting the importance of carbon pricing as a signal for the uptake of zero-emission vehicles.

Key messages

- Recall that ambitious targets for cars and vans and heavy-duty vehicles play an important role in reaching the strengthened 2030 EU climate targets and reaching climate neutrality by 2050.
- Highlight that stricter standards bring benefits to the European automotive value chain, enabling them to modernise and develop new products and services and strengthen their competitive advantage, also in global markets
- Stress how important setting a 100% reduction target for 2035 for new cars and new vans sold in the EU is as a stable long-term regulatory signal to:
 - stimulate innovation in zero-emission technologies in the EU;
 - enable the capital investments that are necessary to deploy enough zero-emission vehicles on the market by providing predictability for the entire automotive value chain.
- Recall that the Commission has proposed complementary policies to enable and support the deployment of zero-emission vehicles. This includes the proposal for an “Alternative Fuel Infrastructure Regulation” and the emission trading for road transport and buildings.
- Confirm that the EU is strongly supporting the deployment of charger points for Electric Vehicles via the Recovery Plans, Connecting Europe Facility and Cohesion Policy.
- **Underline the commitment to conclude the negotiations on the revised CO₂ standards for cars and vans as soon as the possible under the CZ Presidency. Ask about any specific issue that they would like to raise on the CO₂ cars codecision.**
- **Enquire about specific views on the upcoming revision of the HDV standards.**

Contact: CLIMA.B3

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Defensives

CO₂ standards for cars and vans

What is the Commission view on the Council General Approach recital on CO₂ neutral fuels

- The transition to zero-emission vehicles is absolutely necessary to meet our 2030 and 2050 climate targets. And the CO₂ standards are an important instrument to achieve it.
- The Council and the European Parliament confirmed the Commission proposal on the 100% target, and therefore all new cars and vans will have to be zero-emission by 2035.
- This gives the right policy signal and provides certainty to the industry to invest in innovative zero-emission technologies, which are essential for the climate as well as to maintain the EU's technological leadership.
- **The new recital and review in the Council General Approach do not blur such a powerful signal.**
- The Commission will assess the progress made towards achieving the targets, taking into account technological developments, and if appropriate will make a proposal, on the basis of its right of initiative pursuant to its institutional prerogatives under the Treaty.

What if AFIR ambition for trucks is going to be lowered in co-decision?

[if the point on lowered AFIR ambition comes up since the negotiations are ongoing in co-decision. AFIR sets the minimum targets/enabling conditions while HDV proposal will 1) reinforce the need for ambition and 2) create a clear signal to trigger private investments in infrastructure for trucks.]

- It is true that the Council General Approach for trucks is less ambitious for trucks for 2025, but aligned for 2030, and less ambitious for hydrogen infrastructure.
- However, the EP is likely to adopt an ambitious position, following the adoption of the ambitious TRAN Committee vote.
- The Commission will continue to call for an ambitious final outcome.

Background

AFIR - the Council and the draft EP positions

- The Council general approach (reached on 2/06/22) kept provisions for electric charging for cars overall consistent with the COM proposal, however, for trucks it is less ambitious along TEN-T with regard to introducing gradual targets from 2025, 2027 to 2030 that are weaker in 2025, but evolve to match the COM proposal in 2030. The Council has also lowered the ambition of targets for Hydrogen infrastructure by removing the capacity requirements and targets for liquid hydrogen.
- The Parliament is yet to set its position, with plenary vote scheduled in the week of 17-20/10. The TRAN (lead Committee) position was voted on 3/10/22 includes a phased approach for the fleet based targets for electric charging for cars (higher target when uptake is low) and higher TEN-T targets. For trucks, it calls for higher ambition for all targets – along TEN-T, safe and secure parking and urban nodes, as well as earlier deployment of Hydrogen starting from 2027 (instead of 2030).

Personal data

